

BLAMES G. O. P. FOR MASSACRE

Trainmen Killed When Boiler Bursts

ENGINEER AND FIREMAN
VICTIMS OF LAKE ERIE
WRECK SOUTH OF CITY

William Kissman and D. V. Houlten Blown
Out of Engine Cab and Score of
Passengers Narrowly Escape
Death at 10:30 Friday.

PLUNGING TRAIN DEMOLISHES NEARBY SHED

An engineer and fireman were instantly killed, several passengers slightly injured and a trainload of persons escaped unscathed when the boiler of a Lake Erie and Western locomotive exploded near Ruple's pit seven miles southwest of South Bend at 10:20 o'clock Friday night.

The accident occurred just as the train, composed of two coaches, a baggage car and engine, was passing over a stretch of roadbed being repaired by a section gang. With a crash that could be heard for half a mile, the big boiler suddenly exploded, causing the locomotive to dive from the tracks through a wooden section shanty, to plow head foremost into a large excavation and to turn completely over.

Following the engine, the baggage car jumped the tracks and buried its front end in the marsh on the side of the roadbed opposite that on which the locomotive was embedded. One side of the car was tipped at a degree angle causing its contents to slide out from the open door.

It will probably never be known how the explosion occurred or what caused it. The engineer and fireman were the only persons in the cab and both were killed.

William Kissman of Peru, Ind., was the man at the throttle of the fated engine and was hurled 25 feet from the wreckage with his face buried in the soft-marshy ground. His body was found by Ray H. Heath, a passenger on the train and a newspaper man from Peru, Ind.

D. N. Houlten, who also lived in Peru, was the fireman. His body was found by a section hand more than 100 feet from the engine. Near the body were parts of the cab window and a length of bell cord. The head was pointed directly toward the wreck, showing that while hurtling through the air he turned over and over.

Others who were slightly injured in the wreck are: F. B. Lay, Kalamazoo, Mich., leg bruised; Mrs. Ben Jones, Walkerton, shoulder bruised; Mrs. August Hunt, 519 Williams st., South Bend, leg bruised; Sam O'Connor, Indianapolis, leg injured; Ray Heath, Peru, knee bruised.

Parts Are Scattered.
Parts of the engine were scattered over the ground for more than 50 feet. The bell and one of the steam domes were lying close to the tracks, having been ripped away by the force of the explosion. Scraps of metal were strewn for yards around and in the boiler of the engine was a large ragged hole where the rushing steam had forced its way through.

A relief train was quickly made up under the direction of E. H. Potter, freight agent of the Lake Shore, and Joseph Muldowney of Kalamazoo, trainmaster of this division. Dr. J. B. Bertling and Dr. L. L. Kilmer accompanied the relief expedition.

Body Is Discovered.
Fifteen or 20 minutes after the relief train arrived the body of the fireman was discovered. Mail bags and valuable express packages were quickly transferred and the relief train backed into South Bend to make room for the wrecker. It was 1:15 when the relief train reached South Bend.

Ray Heath, a newspaper man, connected with the Peru Journal, was aboard the train. He found the body of Engineer Kissman, whose head was buried in the bank near the tracks. Heath told the story of the wreck.

"I had just left the front end of the train and gone to the rear for a smoke. Suddenly there was a loud explosion. The cars began to rock and the windows crashed to pieces. The passengers were in a panic for a few minutes. Fire and smoke began to fill the cars.

"As soon as some semblance of order was restored we hurried out of

Organizer of Union
Seeking Recognition

WILLIAM B. FITZGERALD
Organizer of Union

Above is a picture of W. B. Fitzgerald, organizer of the Carmen's union in New York city, which demands recognition.

BOARD TO HAVE
COMPLETE SWAYPres't Wilson Puts Job of
Averting Rail Strike Up
to Commission.

International News Service.
WASHINGTON, Aug. 5.—Pres't Wilson has given the United States board of mediation and conciliation carte blanche in the handling of the railroad strike situation, according to information received from an authoritative source. Judge W. L. Chambers, head of the board, is confident that he can introduce a program preventing the men from quitting work.

The board has received information that the older heads in the railroad organizations have counseled moderation. The young men have voted for a strike almost to a man, according to this information and they are understood to be considerably in the majority. The board has been told the young men desire to show the railroad officials their strength. Judge Chambers and some of the older leaders among the men believe that many of the young men will be satisfied with a compromise after once showing their power.

Sam Olsen of Beloit, Wis., an employee of the International Harvester Co., was riding in the second seat in the coach next to the baggage car. He said:

"When the explosion came, I was lifted into the air, then fell down into my seat. Everything looked ablaze. My shoulder was slightly wrenched from the bumping against the side of the car. Otherwise I was not injured. A lady who was seated behind me bruised her arms and shoulders.

Peru Man Conductor.
Joseph Oldham of Peru, Ind., was the conductor in charge of the train. After making sure that the passengers were safe he followed Little down the track and was picked up by the relief train.

Without lights of any sort several of the more adventurous passengers got out and began a search of the wreckage for the missing men. The baggage man was found walking away from his wrecked riding place.

"Are you the baggage man?" he was asked by the passengers.

"You're darned right I am," was the retort.

He was thrown about the car while boxes and sacks of mail came tumbling about him. One struck him in the forehead cutting a gash, but outside of that he escaped unhurt.

Among the merchandise in the baggage car were two crates of chickens which, after the accident were found slightly cramped and jarred, but alive and fighting to restore equilibrium to the crates which had been tipped over.

Detective Appears.
There were also two large boxes of huckleberries. A railroad employee who said that he had been left in charge of the car, opened one of the boxes and began eating the fruit. One of the men who had stepped into the car to avoid the heavy rain, surrounded the plant they were guarding.

(CONTINUED ON PAGE FIVE.)

BRITISH BREAK
SECOND LINE
OF GERMANS

Smashing Blow Lands English
Inside Teutons' Defenses
For More Than Mile at
Poizieres, Says Report.

MANY PRISONERS ARE
CAPTURED IN ATTACK

International News Service.
LONDON, Aug. 5.—British troops on the Somme front, by a smashing strike have broken through the main second line defense of the Germans for more than a mile at Poizieres, it was announced today by the British war office.

The assaults at Poizieres were made after a violent bombardment of German positions north of the village. Then the infantry swept forward last night, charging the second line of defensive works of the Teutons over a front of 2,000 yards wide.

Several hundred prisoners were captured.

British Trenches Hold.
The victorious blow north of Poizieres gives the British further control of the Albert-Bapaume highway, tightens their hold on the high ridge across which the highway passes and also enables them to straighten out their line at the northern end of the salient driven into the German front by the big push of the allies.

Poizieres lies about six and three-quarters miles from Bapaume, the immediate objective of the British drive. They have pressed considerably nearer to their objective. The British success was followed by repeated counter-attacks by the Germans but all their efforts to win back the lost ground were vain. The attacking force suffered enormous losses under the concentrated artillery, machine gun and rifle fire of the British.

MORE

Find No Trace
of Auto Bandits
Who got \$32,500

International News Service.
DETROIT, Mich., Aug. 5.—The biggest man hunt of the year is on in Detroit and vicinity. Although 75 detectives and policemen and 25 deputies have combed the southeastern part of the state in an unremitting search for the automobile bandits who held up the pay car of the Burroughs Adding Machine Co., making away with \$32,500, after shooting Rudolph Cooper, a Burroughs guard, no definite clue has been found and not an arrest has been made up to 11 o'clock this morning.

The police today say that the job was evidently the work of experts and intimate strongly that in view of the perfectly flawless way in which it was worked it was apparently an "inside job." The Burroughs officials scout this theory. B. G. Chapman, secretary of the adding machine company, says the loss was covered by insurance.

Rudolph Cooper, the wounded man, will recover.

HAVE THE NEWS-
TIMES FOLLOW YOU
ON YOUR VACATION.

NEWS-TIMES subscribers can have their papers forwarded to them daily, when going on their summer vacations, by notifying the circulation department—Phones: 2100 Bell; 1151 Home. No extra charge for this. You can settle with the department upon your return. You will need the paper while away to keep you posted on the home doings.

Says Duponts Write
The powder Rules

J. A. HAMILL

WASHINGTON, Aug. 5.—In an attack upon the interstate commerce commission, which has charge of the supervision of the transportation of explosives, Rep. Hamill of New Jersey charged that the commission was responsible for the Black Tom island disaster last Sunday. The commission's regulations, he said, were practically written by the du Ponts.

Hamill said the expert who makes the commission's regulations under which explosives are shipped is Col. Beverly W. Dunn, a retired army officer who, he asserted, is employed frequently by munitions concerns.

TURKISH FORCES
STRIKE FOR SUEZBattle Develops at El Ruman
Where 14,000 Attack
British Troops.

International News Service.
LONDON, Aug. 5.—Turkish forces on Sinai peninsula have assumed the offensive and are trying to cut through to the Suez canal. A battle has developed at El Ruman, where 14,000 Turks attacked the British troops but, according to an official statement issued by the war office today, the fighting is proceeding favorably for the British. Five hundred Turkish prisoners were taken.

The official report follows: "Egyptian theater of war.—Fourteen thousand Turks are attacking El Ruman, east of Port Said. The fighting is favorable to us. Five hundred prisoners have been taken."

El Ruman lies 25 miles east of the Suez canal and about 30 miles southeast of Port Said. It is on the El Arish-El-Kantara caravan route, just west of El Katie.

Raymond Robins
Urges Moosers to
Support Hughes

International News Service.
CHICAGO, Aug. 5.—Declaring that the primary and regular vote in 1914 and 1915 showed that the progressive voters had "deliberately and in overwhelming numbers abandoned the progressive party," Raymond Robins, one-time progressive democrat and chairman of the 1916 progressive convention, issued a statement today urging all progressives to support Charles Evans Hughes.

The statement is addressed "To my Fellow Progressives," and says that the fact that nearly three-fourths of the progressives of 1912 refused to support the progressive candidates in 1914 proves that they regarded the progressive candidates "as the representatives of a protest and not a party."

RUSSIAN SHIP SUNK.

LONDON, Aug. 5.—A dispatch to Lloyd's reports the sinking of the Russian steamship *Eugenia* by a mine or torpedo.

5,750 CARMEN
IN NEW YORK
GO ON STRIKE

Employees Thought to be Loyal
to Company Join Walkout
Early Saturday, Boosting
the Total.

FEW CARS RUNNING
UNDER HEAVY GUARD

International News Service.
NEW YORK, Aug. 5.—The strike of street car employees which was called by the union leaders last night is in full swing today on many lines. Traffic on many lines is seriously crippled. The few cars running on the affected lines are under heavy guard.

At 5 a. m. today, the strike spread to the Second av. line, the employees of which had been expected by the management to remain loyal. With their walkout the total of men on strike was increased to 5,750, distributed as follows:

New York Railway Co.—3,200.
Yonkers Railway Co.—240.
Westchester Electric Railway Co.—300.

Union Railways (Bronx)—600.
Third av.—1,210.
Second av.—200.

The passengers carried daily on these lines before the strike began is conservatively estimated at 2,600,000.

Disorder Begins Early.
Despite the police precautions that had been made when the great strike was threatening, disorder marked the early hours of the struggle. This was soon controlled, however, except for sporadic outbursts that occurred at points distant from the places where the police were concentrated.

Frank Hadley, vice president and general manager of the New York Railway Co., announced early today that the lines under his management would continue to operate.

"Practically all our cars are leaving on schedule time," he said, "though a few are running from six to eight minutes behind schedule time because of lack of men."

"There has been trouble on the east side, because of lack of police protection. There was no protection until 2:30 o'clock this morning. A number of our men became frightened and left the barns. That condition has been remedied by Police Commissioner Woods and we now have full police protection. There is a policeman for each car."

Strikebreakers on Way.
It was also announced at the company's office that a large number of strikebreakers were on their way to New York from points in New England. The strikebreakers will arrive Monday from Massachusetts, Connecticut and Rhode Island and go to work at once. They will be housed by the company and protected by the police. The railway barns have been equipped with cots and large supplies of food have been stored there.

The union leaders have forbidden their followers to engage in violence under any conditions. It is said that before the strike is settled, however, that strike sympathizers will cause considerable damage to the properties of the various companies. To provide protection to the lines, 7,600 men are on duty today. This number constitutes more than two-thirds of the total enrollment in the department.

While the struggle is in progress a large part of Greater New York will be deprived of adequate police protection and it is feared here there will be a great crime wave while the strike is on.

The subways were running as usual today and the surface lines in Brooklyn were not affected. The union leaders asserted their intention, however, of calling out all workers in the city.

Large industrial concerns are preparing for all emergencies that may arise from the strike. The houses that employ numbers of men and women are arranging for a motor bus service that will enable them to continue operations without interruption.

In the financial district many banks are preparing to lodge and board their employees as near as possible to their offices.

LEWIS FLAYS HUGHES AS
TRAITOR TO PATRIOTISM
FOR HECKLING WILSON

Democratic Whip Asserts Republican Convention's Assault on Administration Incited
Mexicans to Act Which Precipitated
Recent Crisis on the Border.

CARRIZAL INSPIRED BY THE REPUBLICANS

WASHINGTON, Aug. 4.—Responsibility for the Carrizal massacre and for all Mexican outrages against Americans was placed at the door of the republican party on the floor of the senate today by Senator Charles Hughes. He is asked to say as to the calling out of Hamilton Lewis of Illinois, democratic whip of the senate, following his conference with Pres't Wilson yesterday, delivered today the administration reply to Justice Hughes' attack upon the administration Mexican policy. He charged the republicans with direct responsibility of the Carrizal massacre and called Justice Hughes and the republican leaders "traitors to the doctrine of patriotism."

"I wish to speak to the challenge set forth in the address to the American people by Judge Charles Evans Hughes," said Senator Lewis, "I address myself to the sham and the shames of the pretense of patriotism."

Blames Republicans.
"Here this day, I put the responsibility of the death of every American soldier killed on the border of Mexico in the year 1915 upon the heads of the generals of the republican party. I charge that not until the captains of the republican party shot at the president of the United States did the Mexican outlaws shoot at the soldiers of the American president."

The Carrizal massacre was the Mexican response to the echoes ringing in their ears from a republican convention in which Senator Root sounded the keynote which summoned them to the deed," Senator Lewis charged. "It was the republican convention which slew the soldiers at Carrizal with the doctrine of the law which holds responsible those who set in motion the machinery that ends in the murder of man. The convention is Chicago who denounced their president and country to awaken an issue wherever they could, these were the perpetrators of the death of these Americans."

Pronounces Doom.
"Here, this day, I pronounce the doom upon the captains of the republican party. These captains when they shot at the president of the United States, summoned the followers of Carranza and Villa to kill the soldiers of the president of the United States. On the heads of these republican generals I put the blood of every soldier who has bled and suffered in Mexico at the hands of Carranza and Villa. On the heads of these republican captains I launch the curse of every suffering mother in America. Now, sir, upon this platform the nominee was named. It was Justice Hughes who now, in his announcement touching Mexico, says: 'We have not commanded respect; we have made enemies, not friends.'"

Traitors to Patriotism.
"Who are these enemies of America? I answer, it was Captain-General Hughes and his followers. Who is it that deprived us of respect? I answer, those traitors to the doctrine of patriotism that should have commanded from every honest heart faithful obedience to an American president when he was serving his country against a foreign foe."

The exigencies for the protection of the border demanded of the president of the United States, the commander-in-chief, that he order his citizen soldiery, the national guard, to the border. The order went forth. It seemed as if war was on us. It seemed as though, should the prisoners not be promptly returned and Carranza note the wisdom of the just conciliation that all Mexico could be upon the front and back of the young sons of America. These sons had demanded to go.

"The president had commanded them to march on June 19. From thousands of homes young men leaped forth with their new uniforms, some with sabre at side, some with gun on shoulder, all with knapsacks and

ment.